


INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

 <p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>		<p>DOT Auto Safety Hotline</p> <p>Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET:www.nhtsa.dot.gov/hotline</p>		<p>FOR AGENCY USE ONLY 100148</p>	
<p>OWNER INFORMATION (Type or Print)</p>		<p>Date Received</p> <p>10-DEC-2015</p>	<p>Repository <input type="checkbox"/></p>	<p>Reference No.</p> <p>10809517</p>	
<p>Name</p> <p>Address</p> <p>City JOPPA State MD Zip Code</p>		<p>Daytime Telephone Number</p> <p>Evening Telephone Number</p>	<p>E-mail Address</p>		
<p><i>The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).</i></p>					
<p>VEHICLE INFORMATION</p>					
<p>17 digit Vehicle Identification Number Located at bottom of windshield on driver's side</p> <p>1GNDU23W58D</p>		<p>Make</p> <p>CHEVROLET</p>	<p>Model</p> <p>UPLANDER</p>	<p>Model Year</p> <p>2008</p>	
<p>Date Purchased</p>	<p>Dealer's Name and Telephone Number</p>		<p>Engine:</p> <p>No: Cylinders</p>	<p>Fuel Type:</p>	
<p>Original Owner</p> <p><input type="checkbox"/></p>	<p>Dealer's City</p>	<p>State</p>	<p>Zip Code</p>		
<p>Transmission Type</p> <p><input type="checkbox"/> Antilock Brakes</p> <p><input type="checkbox"/> Cruise Control</p>	<p>Powertrain</p>	<p>Multiple Failure:</p>		<p>Incident Date(s)</p> <p>24-OCT-2015</p>	
<p>FAILED COMPONENT(S)/PART(S) INFORMATION</p>					
<p>Vehicle Component Codes: 980000 UNKNOWN OR OTHER, 200000 WHEELS</p>			<p>Failure Mileage</p> <p>93233</p>	<p>Failure Speed</p> <p>30</p>	
<p>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE</p>					
<p>Tire Make</p>		<p>Tire Model (Name or Number)</p>		<p>Tire Size (Example P215/65R15)</p>	
<p>DOT No. (Example: DOTM19ABC036)</p>		<p><input type="checkbox"/> Original Equipment</p> <p><input type="checkbox"/> Prior Repair</p>	<p>Failure Location:</p>		
<p>Tire Component Code</p>			<p>Tire Failure Type:</p>		
<p>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE</p>					
<p>Make:</p>		<p>Date Manufactured:</p>		<p>Model No./Name:</p>	
<p>Seat Type:</p>		<p>Installation System:</p>			
<p>Child Seat Component Code:</p>		<p>Failed Part:</p>			
<p>APPLICABLE INCIDENT INFORMATION</p> <p><i>(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)</i></p>					
<p>Crash</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Fire</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Number of Persons Injured</p> <p>2</p>	<p>Number of Deaths</p> <p>0</p>	<p>Reported to Police</p> <p>Y</p>	
<p>Narrative Description of Incident(S), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).</p>					
<p>WHILE DRIVING NORTH ON DAGSBORO ROAD I CROSSED THE RAILROAD TRACKS AND THE REAR AXLE ON THE PASSENGER SIDE BROKE CATAPULTING THE VEHICLE INTO A TELEPHONE POLE ON THE LEFT SIDE OF THE ROAD AND CAUSING THE VEHICLE TO TURN OVER TWO TIMES. I DON'T KNOW IF IT WAS TURNING END OVER END OR SIDEWISE. THE TELEPHONE POLE BROKE OFF AT THE BOTTOM AND ALSO AT THE TOP LEAVING THE TOP HANGING ON THE WIRES. I DIDN'T REALIZE THAT THE LEFT REAR TIRE HAD COME OFF UNTIL THE CAR WAS BEING MOVED TO THE SALVAGE YARD. THE STATE OF DELAWARE UNIFORM COLLISION REPORT INDICATES THAT THE CAUSE OF THE ACCIDENT WAS INATTENTIVE DRIVING. I TOLD CPL ALBERT AT THE TIME OF THE ACCIDENT THAT I DIDN'T KNOW WHAT HAPPENED BUT I DID REMEMBER BEING SLEEPY AND MENTIONING THAT I WAS PLANNING TO STOP AT THE SMYRNA REST AREA TO TAKE A NAP. THE REST AREA WAS AT LEAST AN HOURS DRIVE AHEAD OF US SO I DIDN'T THINK I WAS IN ANY IMMEDIATE DANGER OF FALLING ASLEEP. I HAVE COMMUNICATED WITH CPL ALBERT SEVERAL TIMES SINCE THE ACCIDENT IN AN EFFORT TO HAVE THE REASON FOR THE ACCIDENT CHANGED FROM INATTENTIVE DRIVING TO MECHANICAL FAILURE. WHEN I SHOWED THE PICTURE OF THE BROKEN AXEL TO MY MECHANIC HE SUGGESTED THAT THE CAR WAS CATAPULTED ON TO THE TELEPHONE POLE. I AM SCHEDULED TO GO TO THE JUSTICE OF THE PEACE COURT OF THE STATE OF DELEWARE IN AND FOR SUSSEX COUNTY COURT NO. 3 ,23730 SHORTLY RD. GEORGETOWN DE 19947 (302)856-145 & AT 9:00 AM ON TUESDAY</p>					
<p>Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY</p>					
<p>The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.</p>					

Dear Sirs

JAN 13 2010

Below is the witnesses description of the accident referred to in the above complaint:

My wife and I were first on the scene and witnessed the whole event from start to finish, being only a few yards away, coming from Millsboro. Here are our impressions:

- 1) Since you were coming out of Dagsboro, with a 25 MPH speed limit, there was no high speed involved. The event took place almost in slow motion.
- 2) Our first thought was that you were going to turn left into a small lane just on the Millsboro side of the railroad tracks. It looked like an odd but fully controlled maneuver and very deliberate. We of course had to slow down to avoid your vehicle, but it required no emergency stop on our part.
- 3) There was no evidence that your vehicle had lost a wheel or an axle as it came across the road into our lane. The vehicle looked fully normal at that point. No dragging of the rear end of the vehicle.
- 4) We first realized something was wrong when you went straight for the phone box and utility pole, instead of turning hard left.
- 5) We were amazed with how brittle the utility pole was, when it splintered almost like glass. It simply shattered and flew out of the way.
- 6) Your vehicle rolled over (mostly) sideways, not end over end. My wife recalls that it rolled over twice, and she was surprised there was that much energy left.
- 7) We too were surprised and impressed with the speed with which the passers-by took action to get you and your passengers out of the vehicle. I took several more minutes before the police or fire/ambulance crews could arrive. I just stood and watched. I thought, wow, are these ordinary citizens or an emergency crew out for a drive?
- 8) Our impression (finally) was that the driver had momentarily been distracted or had fallen asleep. But that's only an impression. Vehicle failure is always a possibility, but there was no external, visible evidence of that. For sure, if this had to happen to you, you picked the right spot. Dagsboro's speed limit probably saved you much greater damage and injury.

Hope this helps!

Respectfully,

[REDACTED] explanation does not agree with my mechanics opinion " that the car was catapulted on to the telephone pole ", never the less there is no doubt that the axle failed. The question is did the axle coming apart cause the accident or did the accident cause the axle to come apart . I believe if I sensed that the car was slipping I would have applied the breaks. If the axle was intact my applying the breaks would cause the car to slow down in the direction its momentum was carrying it. If on the other hand the axle was broken only the rear breaks on the drivers side would be acting to slow the car down. The rear break shoes on the passenger side if they were still connected would push against the break drum tending to hold the tire on the car but would not provide any breaking. This would cause the car to turn to the left and its momentum would push the tires down on the roadway. I think these two actions would account for the rear passenger tire appearing to be normal as mentioned in step 3 above. In the week before my trip to Ocean City I experienced some unusual conditions while driving my car. These conditions happened when I was starting up to pull into traffic. The first condition felt like I had driven over a broom handle. the second condition felt like two gears were turning together and slipped one tooth. I took my car to my mechanic to check it out but he could not reproduce the problem. He thought the car would be ok for the trip , so I drove it to Ocean City and the problem never resurfaced. It occurred to me after the accident that this might be a precursor to an axle failure. If the axel was beginning to come apart , there would probably be a rough spot on its surface that was binding in the housing in which it was turning . If it stuck in the housing momentarily and then broke free it would probably feel like you had run over something with that wheel . In a similar manner the axel could have continued to momentarily get stuck in the housing and then slip free. This is all conjecture on my part since no tests have been made on the axle.



Joppa, MD 21085

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26 DEC 2015 PM 7 L

Happy
Holidays



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